BLOOMINGTON • MONROE COUNTY
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CITIZENS ADVISORY COMMITTEE

November 19, 2008
6:30 – 8:00 p.m.
McCloskey Room

Suggested Time		
6:30 PM	I.	Call to Order
	II.	Approval of Minutes: A. October 22, 2008
	III.	Communications from the Chair
	IV.	Reports from Officers and/or Committees
	V.	Reports from the MPO Staff A. FY 2009 First Quarter Progress Report B. North Campus Area Study
6:45 PM	VI.	Old Business A. Complete Streets Policy *Recommendation Requested* B. Long Range Vision Statement Discussion
7:30 PM	VII.	New Business A. Highway Safety Improvement Program Grant Application Review *Recommendation Requested* B. Rail Crossing Resolution *Recommendation Requested*
	VIII.	Communications from Committee Members *(non-agenda items)* A. Topic Suggestions for future agendas
	IX.	Upcoming Meetings A. MPO Winter Mixer! – December 10, 2008 at 12:00pm (McCloskey Room) B. Policy Committee – January 9, 2009 at 1:30 p.m. (McCloskey Room) C. Technical Advisory Committee – January 28, 2009 at 10:00 a.m. (McCloskey Room) D. Citizens Advisory Committee – January 28, 2009 at 6:30 p.m. (McCloskey Room)
		Adjournment

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Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

DRAFT Citizens Advisory Committee Meeting Minutes
October 22, 2008 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner. Audio recordings from the meeting are available in the Planning Department for full reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), Buff Brown (Bloomington Transportation Options for People), Elizabeth Cox-Ash (McDoel Gardens NA), Ted Miller (citizen), Jerry Stasny (Old Northeast NA), and David Walter (6th and Ritter NA).

Others In Attendance (including Non-Voting CAC Members): Brian Allen (Old Northeast NA), Kay Bull (Bloomington Bike Project), and Scott Robinson (MPO staff).

I. Call to Order (~6:30 PM)

II. Approval of Minutes

The minutes from the September 24, 2008 meeting were accepted by the CAC with one correction.

III. Communications from the Chair

Mr. Baker said that he has spoken to TAC and PC members about the complete street policy and is getting mixed responses. He is requesting that other CAC members talk with TAC and PC members to gain support for the draft policy. Mr. Walter mentioned that this concept was presented to CONA and was well received.

IV. Reports from the Officers and/or Committees

There were no reports.

V. Reports from the MPO Staff

Mr. Robinson asked if there was interest to arrange a joint session with all the MPO committees (with no official business), so everyone involved with the MPO could interact on an informal basis. CAC members felt this was a good idea and expressed interest to hold a joint meeting. Robinson said that pending interest from the other committees (TAC, PC), staff will try to arrange something soon.

A. Complete Streets

Mr. Robinson reported that the TAC did not have enough time to thoroughly review the draft policy at their last meeting. He said staff is working with TAC members to provide comments and edits at their next meeting on Friday, October 24th. Staff expects that the TAC will have recommendations for revisions. Staff will bring these back to the CAC so consensus can be reached before the policy is brought to the Policy Committee for their review.

VI. Old Business

A. Long Range Vision Statement Discussion

Mr. Baker asked if staff had any research to share. Mr. Robinson said that staff had contacted a few agencies to see if they had good examples of TIP scoring systems, but had not received any information. He said that staff will try to include more information at the next CAC meeting. Mr. Murray requested that the vision statements (three versions) be included again in the next packet. Mr. Brown said they are good statements and provide a sound basis to discuss a scoring system. He will work with Mr. Forrest to develop some material for future discussion. Mr. Murray thinks this is a good way to institute innovation into the MPO and would like this to be on future agendas.

VII. New Business

A. Transportation Improvement Program FY 2008-2011 Amendment

Mr. Robinson reviewed the two amendments that were included in the packet. The first was a request by BT to purchase four hybrid buses. The second was to update and adjust Rural Transit's operating and capital budget. Mr. Baker requested that BT come to a future CAC meeting to showcase the many features of these buses. Discussion continued regarding the grant program and the need to subsidize the higher costs for hybrid busses. Mr. Baker motioned to recommend approval of the BT request; Mr. Walter seconded the motion and it passed unanimously. Ms. Cox-Ash asked about the reason for Rural Transit's request and Mr. Miller asked about the JARC and New Freedom programs. Mr. Robinson explained the programs and that Rural Transit's request simply reflects changes to their budget cost and not due to changes in services or operations. Mr. Baker motioned to recommend approval of the Rural Transit request; Mr. Walter seconded the motion and it passed unanimously.

B. Operational Bylaws Amendment

Mr. Robinson reviewed the changes to the bylaws and said this was mostly a housekeeping amendment. Mr. Brown had concerns over the special voting procedures because of public notice. Discussion ensued about the special votes and members agreed this was ok under rare exceptions and that the items had to be on the agendas of previous meetings. Mr. Baker motioned to recommend approval of bylaws amendment; Ms. Cox-Ash seconded the motion and it passed unanimously.

C. Completed Project Assessment Discussion

Mr. Robinson provided a slideshow of some recently complete road projects: 17th and Fee; 1st and Walnut; and Rogers Road near High Street. The purpose of the discussion was to illustrate the changes so CAC members could review how their draft complete streets policy and their potential development of a scoring system based upon the vision statement would work in the context of these completed projects. Mr. Brown felt that the CAC's involvement did make a difference in the 17th and Fee project, but hoped for more changes. He expressed concerns over public involvement with the 1st Street Bridge project, but he and others felt this project made positive impacts to the community. Mr. Baker is interested to see future accident reports on 17th and Fee and Mr. Walter said the improvements will benefit all users. Mr. Robinson talked about the streetscape study for

Walnut from 3rd to where the 1st street bridge project ended and the role of public involvement in this future improvement project.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas –

Mr. Brown would like to have a formalized process for review of all street design plans because the process is not clear to many and is different for each agency.

VI. Upcoming Meetings

A. Technical Advisory Committee – October 24, 2008 at 1:30 p.m. (McCloskey Room)
B. Policy Committee – November 14, 2008 at 1:30 p.m. (McCloskey Room)
C. Citizens Advisory Committee – November 19, 2008 at 6:30 p.m. (McCloskey Room

Adjournment (~8:00 PM)

These minutes were _____ by the CAC at their regular meeting held on November 19, 2008. (RH 11/19/2008)

F.Y. 2009 Unified Planning Work Program
First Quarter Progress Report
July 1, 2008 – September 30, 2008

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (MPO) is charged with implementation of the Fiscal Year 2009-2010 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds. This progress report for the first quarter of the 2009 fiscal year covers activities accomplished between July 1 and September 30, 2008.

A notable accomplishment of the Bloomington/Monroe County Metropolitan Planning Organization was the completion and adoption of a Regional Intelligent Transportation System Architecture. This document, which was produced after extensive coordination with local stakeholders, identifies how technological solutions can improve the safety and efficiency of the transportation network. Another notable accomplishment of the MPO was the development of procedures to administer Highway Safety Improvement Program (HSIP) funding. The purpose of the HSIP program is to mitigate high crash intersections and segments of roads using appropriate and cost-effective treatments. The local procedures were developed following guidance from Federal Legislation and the Indiana Department of Transportation.

The MPO continued its commitment to engage the community through various committees and through the dissemination of information. MPO staff coordinated meetings of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and the Safe Routes to School Task Force. Additionally, MPO staff regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, the Monroe County Alternative Transportation and Greenways System Plan Technical Advisory Committee, City of Bloomington Projects Team meetings, and various other committees that are concerned with transportation planning in the MPO urbanized area.

MPO staff also performed core functions to ensure the continued operation of the MPO. Such tasks involved preparing quarterly billings for the fourth quarter of FY 2008 and providing project input and oversight.

Contract service agencies of the MPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, maintained permanent traffic count stations, analyzed and recorded road pavement conditions, and conducted work on the City's 10 year pavement schedule. The Monroe County Highways Department collected traffic counts. The Town of Ellettsville performed traffic counts as well as work on pavement management. Bloomington Transit collected rider surveys and with the assistance of a consultant continued work on the Transit Development Program.

F.Y. 2009 Unified Planning Work Program
First Quarter Progress Report
July 1, 2008 – September 30, 2008

Work Program Elements

#101 - Transportation Planning Coordination

This element includes activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the MPO must develop and administer the Unified Planning Work Program (UPWP) which describes all planning activities and documents that will be performed with federal planning monies and local matching funds over the course of the fiscal year. The MPO and its staff must also administer FHWA and Federal Transit Administration (FTA) grants associated with the FY 2008 UPWP. Lastly, MPO staff participates in monthly meetings of the statewide Indiana MPO Council.

During this quarter, the MPO accomplished the following tasks:

A. Intergovernmental Coordination:
- MPO staff coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
  - September 12, 2008
- MPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
  - August 22, 2008
  - September 26, 2008
- The MPO administered and managed MPO staff
- MPO staff participated in the Chamber of Commerce's East/West Corridor Study Team
  - July 7, 2008
  - August 11, 2008
- MPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
  - Continued coordination with INDOT concerning the State Road projects
    - SR 45 (Russell Rd. to Pete Ellis Dr.) Public Hearing (9/18/08)
  - Grant coordination
    - Surface Transportation Program (STP);
    - Transportation Enhancement (TE);
    - Highway Safety Improvement Program (HSIP)
    - Safe Routes To School (SRTS).

B. Unified Planning Work Program:
- No tasks were accomplished this quarter with the Unified Planning Work Program.

C. Planning Grant Administration
- MPO staff tracked the MPO's fiscal activities:
  - Tracked expenditures and receipts for the 4th quarter of F.Y. 2008 and the 1st quarter of F.Y. 2009.
  - Produced F.Y. 2008 4th Quarter Billings

D. Indiana Metropolitan Planning Organization Council
- MPO staff attended Indiana MPO Council Meetings:
  - July 24, 2008
  - August, 28, 2008

#102 - Training and Professional Development

This element includes activities to continue development of MPO staff expertise through the attendance and participation in transportation related courses, seminars, and conferences, as well as

the purchase of educational/reference materials, professional periodical subscriptions, and technical software training.

During this quarter, the MPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs
- MPO staff renewed annual TransCAD license (traffic modeling software)
- MPO staff purchased supplies for the MPO Council

#103 - Public Participation Coordination

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the MPO is to maintain a website so that citizens, businesses, and other interested parties can download reports, data, updates, and other information related to the functions of the MPO. Lastly, the MPO must keep current its Public Participation Plan and the associated Citizens Guide to Transportation Planning so that citizens can become familiar with the workings of MPO activities, contacts, and resources.

During this quarter, the MPO accomplished the following tasks:

A. Citizens Advisory Committee:
- MPO staff coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
  - August 27, 2008
  - September 24, 2008

B. Web Site Administration
- MPO staff managed the MPO web page
  - Posted materials related to MPO Committees (PC, TAC, CAC) meetings, agendas, and packets
  - Maintained the MPO , Policy/Advisory Committees , transportation planning, and bicycle & pedestrian planning webpages
  - Posted plans and documents on the MPO's webpage as well as the documents clearinghouse webpage

C. Public Involvement Process
- No tasks were accomplished this quarter with the Public Participation Plan

#201 - Transportation Improvement Program

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The MPO is now responsible for administering a local Highway Safety Improvement Program. Staff also attends monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination.

During this quarter, the MPO accomplished the following tasks:

A. Transportation Improvement Program
- The MPO amended the FY 2009-2012 TIP on September 12, 2008 to include INDOT's SR 45 intersection improvement project at Liberty Dr.

B. Highway Safety Improvement Program (HSIP)
- The MPO drafted and adopted (9/12/08) project selection procedures for the HSIP program
- The MPO issued a call for projects on September 22, 2008

C. Project Coordination
- MPO staff attended monthly meetings of the City of Bloomington's Projects Team
  - July 17, 2008
  - August 21, 2008
  - September 18, 2008

#202 – Short-Range Transportation Studies

This element includes special studies to be conducted by the MPO and its project partners, often with the assistance of a consultant. Specifically, the MPO will work with IU and the City of Bloomington to conduct a North Campus Area Study to evaluate current and future transportation conditions for all modes of travel and make recommendations for improvements that would address mobility issues along the 10th Street corridor. The MPO will also work with the City to complete the West 2nd Street Feasibility Study to address traffic congestion, access management, and lack of alternative transportation facilities along this corridor. Lastly, the Citizens Advisory Committee will submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue.

During this quarter, the MPO with the help of its contract service agencies accomplished the following tasks:

A. North Campus Area Study
   - MPO staff began coordination between the University, City, and MPO

B. West 2nd Street Feasibility Study
   - No tasks were accomplished this quarter with the 2nd Street Feasibility Study

C. CAC/Student Assisted Study
   - MPO staff began coordination between the CAC and Ball State which resulted in project proposal submittal to Ball State

#301 – Long Range Transportation Plan

This element includes activities to update the Long Range Transportation Plan and the associated Travel Demand Model. Additionally, this element includes activities to develop and maintain a Regional Intelligent Transportation Systems Architecture in order to identify technological solutions to improve the safety and efficiency of the transportation network.

During this quarter, the MPO accomplished the following tasks:

A. 2035 Long Range Transportation Plan (LRTP)
   - No tasks were accomplished this quarter with the LRTP.

B. ITS Architecture Maintenance
   - The MPO drafted and adopted (9/12/08) a Regional Intelligent Transportation Systems Architecture after extensive coordination with local stakeholders.
     - ITS stakeholder meeting (9/3/08)

#401 - Vehicular Data Collection

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. To standardize how this work will be done, the MPO plans to update its Traffic Counting Manual. Traffic counts will be conducted with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the MPO's functionally classified roadway network is covered. Additionally, the MPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

During this quarter, the MPO through the help of its contract service agencies accomplished the following tasks:

A. Traffic Volume Counting
   - The City of Bloomington Engineering Department conducted thirty-seven traffic counts.
   - The MPO and City of Bloomington continued to support nine permanent traffic volume counting stations, including phone and electricity costs.

B. Annual Crash Report
   - MPO staff downloaded crash data from State's Automated Reporting Information Exchange System (ARIES) and began analysis for development of the 2007 Crash Report.

#402 - Infrastructure Management

This element includes activities to perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. Ongoing assessment of current conditions for existing and new infrastructure is performed and recorded with assistance from the Monroe County Highways Department, Bloomington Public Works Department, and the Town of Ellettsville Planning Department.

During this quarter, the MPO through the help of its contract service agencies accomplished the following tasks:

A. Infrastructure Management Plan
- The Monroe County Highways Department entered data and analyzed segments as part of infrastructure management.
- The City of Bloomington Engineering Department renewed its Cartegraph licensing contract.
- The Town of Ellettsville setup its database and collected data.

#501 - Transit, Bicycle, and Pedestrian Data Collection

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements.

During this quarter, the MPO with the help of its contract service partners accomplished the following tasks:

A. Transit Ridership and Bicycle/Pedestrian Data Collection
- Bloomington Transit conducted surveys and transit data collection.
- MPO staff conducted research on bicycle count infrastructure and conducted pedestrian trial counts.
- MPO staff worked with the City's Sidewalk Committee on the sidewalk inventory
- MPO staff developed a pedestrian level-of-service methodology to assess the 'walkability' of a particular location

#502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, MPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. MPO staff will also host bicycle skills and safety training seminars for the public. Lastly, Bloomington Transit with the assistance of a private consultant will continue work on a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit.

During this quarter, the MPO with the help of its contract service partners accomplished the following tasks:

A. Safe Routes to School (SRTS) Program
- MPO staff coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
  - July 2, 2008
  - September 17, 2008

B. Bicycle and Pedestrian Project Coordination
- MPO staff attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
  - July 7, 2008 (workshop)
  - July 21, 2008 (meeting)
  - August 4, 2008 (workshop)
  - August 18, 2008 (meeting)
  - September 15, 2008 (meeting)
- MPO staff attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee:
  - July 28, 2008
  - August 25, 2008

C. LCI Training Program
- MPO staff conducted bicycle safety sensibilizations
  - ~200 elementary school children at Summit Elementary (7/25/08)
  - ~175 graduate students at Indiana University (8/27/08)

D. Transit Development Program (TDP)
- Bloomington Transit and its consultant continued work on the Transit Development Program

#503 - Long Range Alternative Transportation Programs

This element includes activities to continue implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the MPO must maintain the locally developed Coordinated Human Services Public Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

During this quarter, the MPO accomplished the following tasks:

A. Alternative Transportation Corridor Study
- No tasks were accomplished this quarter with the Alternative Transportation Corridor Study.

B. Coordinated Human Services Public Transit Plan
- A meeting of the Mobility Steering Committee was held to review New Freedom and Job Access & Reverse Commute grant applications (9/10/08). The meeting was followed by a webinar on vouchers programs for transit.

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff
October 2008

Bloomington/Monroe County Metropolitan Planning Organizaiton
F.Y. 2008 UPWP - Task# Budget Status

Financial Status Report: Fiscal Year 2008

Quarterly Spending Summary

Quarter	Q1 / FY 2009			Q2 / FY 2009			Q3 / FY 2009			Q4 / FY 2009		
Period	07/01/2008 - 09/30/2008						01/01/2009 - 03/31/2009			04/01/2009 - 06/30/2009		
Element #	Local	PL/FTA	Total			Total	Local	PL/FTA	Total	Local	PL/FTA	Total
101	$ 4,607.92	$ 18,431.66	$ 23,039.58			$ -	$ -	$ -	$ -	$ -	$ -	$ -
102	$ 227.22	$ 908.87	$ 1,136.09			$ -	$ -	$ -	$ -	$ -	$ -	$ -
103	$ 758.03	$ 3,032.12	$ 3,790.15			$ -	$ -	$ -	$ -	$ -	$ -	$ -
201	$ 432.62	$ 1,730.47	$ 2,163.09			$ -	$ -	$ -	$ -	$ -	$ -	$ -
202	$ 69.06	$ 276.23	$ 345.29			$ -	$ -	$ -	$ -	$ -	$ -	$ -
301	$ 938.76	$ 3,755.04	$ 4,693.80			$ -	$ -	$ -	$ -	$ -	$ -	$ -
401	$ 1,960.14	$ 7,840.58	$ 9,800.72			$ -	$ -	$ -	$ -	$ -	$ -	$ -
402	$ 3,195.02	$ 12,780.09	$ 15,975.11			$ -	$ -	$ -	$ -	$ -	$ -	$ -
501	$ 430.30	$ 1,721.20	$ 2,151.50			$ -	$ -	$ -	$ -	$ -	$ -	$ -
502	$ 3,199.00	$ 12,796.00	$ 15,995.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
503	$ 100.34	$ 401.38	$ 501.72			$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ 15,918.41**	**$ 63,673.63**	**$ 79,592.04**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Fiscal Year Budget Summary

	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	$ 13,407.00	$ 53,628.00	$ 67,035.00	$ 4,607.92	$ 18,431.66	$ 23,039.58	$ 8,799.08	$ 35,196.34	$ 43,995.42	34.4%	65.6%
102	$ 2,500.00	$ 10,000.00	$ 12,500.00	$ 227.22	$ 908.87	$ 1,136.09	$ 2,272.78	$ 9,091.13	$ 11,363.91	9.1%	90.9%
103	$ 5,000.00	$ 20,000.00	$ 25,000.00	$ 758.03	$ 3,032.12	$ 3,790.15	$ 4,241.97	$ 16,967.88	$ 21,209.85	15.2%	84.8%
201	$ 4,600.00	$ 18,400.00	$ 23,000.00	$ 432.62	$ 1,730.47	$ 2,163.09	$ 4,167.38	$ 16,669.53	$ 20,836.91	9.4%	90.6%
202	$ 26,500.00	$ 106,000.00	$ 132,500.00	$ 69.06	$ 276.23	$ 345.29	$ 26,430.94	$ 105,723.77	$ 132,154.71	0.3%	99.7%
301	$ 27,900.00	$ 111,600.00	$ 139,500.00	$ 938.76	$ 3,755.04	$ 4,693.80	$ 26,961.24	$ 107,844.96	$ 134,806.20	3.4%	96.6%
401	$ 11,700.00	$ 46,800.00	$ 58,500.00	$ 1,960.14	$ 7,840.58	$ 9,800.72	$ 9,739.86	$ 38,959.42	$ 48,699.28	16.8%	83.2%
402	$ 10,400.00	$ 41,600.00	$ 52,000.00	$ 3,195.02	$ 12,780.09	$ 15,975.11	$ 7,204.98	$ 28,819.91	$ 36,024.89	30.7%	69.3%
501	$ 2,000.00	$ 8,000.00	$ 10,000.00	$ 430.30	$ 1,721.20	$ 2,151.50	$ 1,569.70	$ 6,278.80	$ 7,848.50	21.5%	78.5%
502	$ 8,250.00	$ 33,000.00	$ 41,250.00	$ 3,199.00	$ 12,796.00	$ 15,995.00	$ 5,051.00	$ 20,204.00	$ 25,255.00	38.8%	61.2%
503	$ 2,140.00	$ 8,560.00	$ 10,700.00	$ 100.34	$ 401.38	$ 501.72	$ 2,039.66	$ 8,158.62	$ 10,198.28	4.7%	95.3%
Total	**$ 114,397.00**	**$ 457,588.00**	**$ 571,985.00**	**$ 15,918.41**	**$ 63,673.63**	**$ 79,592.04**	**$ 98,478.59**	**$ 393,914.37**	**$ 492,392.96**	**13.9%**	**86.1%**

Bloomington/Monroe County Metropolitan Planning Organizaiton
F.Y. 2008 UPWP - Task# Breakdown of Services

Breakdown of Services

		Programmed Funds		Funds Expended To Date			Funds Expended 1st Quarter		
Work Element		Local	PL/FTA	Local	PL/FTA	%	Local	PL/FTA	%
101	Transportation Planning Coordination	$ 13,407.00	$ 53,628.00			0.0%	$ 4,607.92	$ 18,431.66	34.4%
102	Training & Professional Development	$ 2,500.00	$ 10,000.00			0.0%	$ 227.22	$ 908.87	9.1%
103	Public Participation Coordination	$ 5,000.00	$ 20,000.00			0.0%	$ 758.03	$ 3,032.12	15.2%
201	Transportation Improvement Program	$ 4,600.00	$ 18,400.00			0.0%	$ 432.62	$ 1,730.47	9.4%
202	Short Range Transportation Studies	$ 26,500.00	$ 106,000.00			0.0%	$ 69.06	$ 276.23	0.3%
301	Long Range Transportation Plan	$ 27,900.00	$ 111,600.00			0.0%	$ 938.76	$ 3,755.04	3.4%
401	Vehicular Data Collection	$ 11,700.00	$ 46,800.00			0.0%	$ 1,960.14	$ 7,840.58	16.8%
402	Infrastructure Management	$ 10,400.00	$ 41,600.00			0.0%	$ 3,195.02	$ 12,780.09	30.7%
501	Transit, Bicycle & Pedestrian Data Collection	$ 2,000.00	$ 8,000.00			0.0%	$ 430.30	$ 1,721.20	21.5%
502	Short Range Alternative Transportation Studies	$ 8,250.00	$ 33,000.00			0.0%	$ 3,199.00	$ 12,796.00	38.8%
503	Long Range Alternative Transportaton Program	$ 2,140.00	$ 8,560.00			0.0%	$ 100.34	$ 401.38	4.7%
	SUBTOTAL	$ 114,397.00	$ 457,588.00	$ -	$ -	0.0%	$ 15,918.41	$ 63,673.63	13.9%
	LESS AMOUNT PREVIOUSLY BILLED								
	TOTAL DUE THIS INVOICE			**$ 15,918.41**	**$ 63,673.63**				

Bloomington/Monroe County Metropolitan Planning Organizaiton
F.Y. 2008 UPWP

Monroe County

WORK	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	$ 8,800.00	$ 2,200.00	$ 11,000.00	$ 1,962.70	$ 490.68	$ 2,453.38	$ 6,837.30	$ 1,709.32	$ 8,546.62	22.3%	77.7%
TOTALS	$ 8,800.00	$ 2,200.00	$ 11,000.00	$ 1,962.70	$ 490.68	$ 2,453.38	$ 6,837.30	$ 1,709.32	$ 8,546.62	22.3%	77.7%

Bloomington

WORK	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 8,000.00	$ 2,000.00	$ 10,000.00	$ -	$ -	$ -	$ 8,000.00	$ 2,000.00	$ 10,000.00	0.0%	100.0%
401	$ 26,400.00	$ 6,600.00	$ 33,000.00	$ 4,255.63	$ 1,063.91	$ 5,319.54	$ 22,144.37	$ 5,536.09	$ 27,680.46	16.1%	83.9%
402	$ 8,800.00	$ 2,200.00	$ 11,000.00	$ 10,400.00	$ 2,600.00	$ 13,000.00	$ (1,600.00)	$ (400.00)	$ (2,000.00)	118.2%	-18.2%
TOTALS	$ 43,200.00	$ 10,800.00	$ 54,000.00	$ 14,655.63	$ 3,663.91	$ 18,319.54	$ 28,544.37	$ 7,136.09	$ 35,680.46	33.9%	66.1%

Ellettsville

WORK	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	$ 3,200.00	$ 800.00	$ 4,000.00	$ -	$ -	$ -	$ 3,200.00	$ 800.00	$ 4,000.00	0.0%	100.0%
402	$ 3,200.00	$ 800.00	$ 4,000.00	$ 417.38	$ 104.35	$ 521.73	$ 2,782.62	$ 695.65	$ 3,478.27	13.0%	87.0%
TOTALS	$ 6,400.00	$ 1,600.00	$ 8,000.00	$ 417.38	$ 104.35	$ 521.73	$ 5,982.62	$ 1,495.65	$ 7,478.27	6.5%	93.5%

Bloomington Transit

WORK	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	$ 1,600.00	$ 400.00	$ 2,000.00	$ 841.22	$ 210.31	$ 1,051.53	$ 758.78	$ 189.69	$ 948.47	52.6%	47.4%
502	$ 20,000.00	$ 5,000.00	$ 25,000.00	$ 7,542.79	$ 1,885.70	$ 9,428.49	$ 12,457.21	$ 3,114.30	$ 15,571.51	37.7%	62.3%
TOTALS	$ 21,600.00	$ 5,400.00	$ 27,000.00	$ 8,384.02	$ 2,096.00	$ 10,480.02	$ 13,215.98	$ 3,304.00	$ 16,519.98	38.8%	61.2%

Indiana University

WORK	PROGRAMMED AMOUNT			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 15,000.00	$ 60,000.00	$ 75,000.00	$ -	$ -	$ -	$ 15,000.00	$ 60,000.00	$ 75,000.00	0.0%	100.0%
TOTALS	$ 15,000.00	$ 60,000.00	$ 75,000.00	$ -	$ -	$ -	$ 15,000.00	$ 60,000.00	$ 75,000.00	0.0%	100.0%

From: Forrest, Steve
To: Robinson, Scott;
CC:
Subject: New Business for this month"s MPO-CAC mtg.
Date: Monday, June 16, 2008 9:21:49 PM
Attachments:

Scott,

Here's a New Business agenda item for the June CAC meeting:

In my essay on Complete Streets I noted that the Vision Statement in the LRTP supported my interpretation of what a complete streets policy should entail.

At the last meeting, Buff Brown suggested that all transportation projects should be evaluated in terms of the vision statement. I believe he also suggested some kind of scoring or rating system to evaluate individual projects. I agree that this is important. It might take considerable effort to devise a scoring system, but would be worthwhile if it gave us some reasonably objective rating to prioritize projects, or to reject projects that do not score high enough.

WHEREAS, the Long Range Transportation Plan is the MPO's most comprehensive and far-reaching policy document; and

WHEREAS, the Vision Statement describes the "future transportation goals and objectives" for the BMC/MPO;

THERFORE, let us resolve to devise a rating system to ensure that the individual projects that we are presented with are in conformity with our long range vision.

At a previous meeting I referred to the "institutional inertia" of large bureaucracies (such as INDOT). In such bureaucracies there is a tendency to proceed with business-as-usual, even when there is a desire and a need for a new way of doing things. In order for our work to be effective in pursuing _our_ goals, it is necessary that we

review proposals in the light of our own stated goals. If we don't, then we will end up approving projects which are contrary to our goals; and if we act against our stated goals, then we might as well not exist as an organization.

-Steve Forrest, CAC member
submitted 6-16-08

TRANSPORTATION VISION STATEMENT

Consistent with the planning requirements of the Transportation Equity Act for the 21st Century (TEA-21) and the input of community leaders and citizens on transportation policies and problems, future transportation goals and objectives were prepared to reflect a vision for the City of Bloomington, Monroe County, and the Town of Ellettsville. The Vision Statement highlights the need to:

- Develop a truly multi-modal system;
- Create a fully developed network of alternative transportation facilities;
- Reduce the number and length of auto trips;
- Achieve a better relationship between land uses to reduce auto dependency;
- Achieve the widest possible range of alternatives to the automobile;
- Make transportation investments that are consistent with comprehensive plans;
- Make transportation investments that protect the environment, promote energy conservation, and improve quality of life;
- Increase safety for all users of the transportation system;
- Support economic vitality through strategic transportation investments;
- Improve the movement of goods through the transportation system;
- Promote fiscally sound transportation investments and maximize financial resources; and
- Preserve existing transportation investments through operational improvements.

INTRODUCTION

The 2030 Long Range Transportation Plan provides a means of focusing and prioritizing community transportation investments. The Vision Statement serves as a policy guide for the development of the system-wide, multi-modal, Long Range Transportation Plan. It also establishes the framework for on-going transportation planning activities including the Transportation Improvement Program, corridor or sub-area improvement studies, detailed plans for individual modes, and transportation management systems efforts. Each of these activities should be considered within the context of the vision, goals, and objectives expressed here.

FUTURE TRANSPORTATION VISION

The future transportation system for Bloomington, Ellettsville, and Monroe County should reflect a commitment to the following core principles:

- Community sustainability
- Environmental stewardship
- Fiscal responsibility
- Connectivity for all forms of transportation
- Economic vitality & economic development
- Multi-modal accessibility
- Cross-jurisdictional coordination

Transportation plays a vital role in the quality of life of the community. Residents should be afforded the ability to move safely throughout the community using a variety of modes of transportation. While strategic roadway improvements will be needed in the future, support must be increased for alternative transportation options such as public transit, walking and bicycling. Enhancing alternative modes of travel reduces automobile dependency, increases community accessibility for people of all economic means, reduces emissions of polluting gases and supports a more sustainable community. Ensuring the development of a multi-modal transportation system that meets the needs of both current and future generations is consistent with efforts to promote sustainability as a community-wide goal.

The following goals and objectives are designed to provide specific guidance for achieving the transportation vision set forth in the Plan.

Mobility is an integral component of economic activity, recreation, education and travel. The network of transportation facilities that serves the community has been instrumental in creating a society that is highly dependent on the continuing efficiency and economy of both freight and passenger services. However, changes to this transportation network have been one of the factors which have caused an expanded metropolitan area, a dispersal of shopping and industry and the growing number of rural residents who live an urban life without living in an urban community. As a result, the transportation network of the future must provide a menu of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area.

GOAL 1

Develop a well-integrated, multi-modal transportation system for the efficient and economic movement of people and goods while supporting the land use policies of the respective communities Comprehensive Plans.

Objective 1.1	Provide for better access between the arterial roadway network and major employment and activity centers.
Objective 1.2	Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions.
Objective 1.3	Enhance the efficient movement of freight through maintenance, operational and capital investment decisions.
Objective 1.4	Identify transportation needs for individuals with limited resources and/or limited access to a personal vehicle.
Objective 1.5	Identify opportunities for improved coordination and cost effective delivery of transportation services associated with human services destinations such as schools, hospitals, and social service agencies.
Objective 1.6	Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services.

GOAL 2

Create a network of multi-use pathways, bicycle routes, greenways and sidewalks that traverses the community, connects activity centers, and links recreation opportunities.

Objective 2.1	Ensure transit, bicycle, and pedestrian facility design standards are incorporated into the design standards for thoroughfares as set forth in alternative transportation plans, thoroughfare plans, subdivision control ordinances and site design review processes.
Objective 2.2	Provide walkways, bikeways, and aesthetic features in association with all thoroughfare improvements to ensure their integration with the overall transportation network.
Objective 2.3	Identify and solicit transportation enhancement projects for the metropolitan area in a coordinated and unified manner, and aggressively pursue funding of selected projects.
Objective 2.4	Pursue all opportunities for the expansion of the community's alternative transportation and greenways networks, including rail-to-trail and rail-with-trail projects.

TRAFFIC MITIGATION

Traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This principle is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for these alternative modes of travel, such as walking, bicycling and public transit, must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

GOAL 1

Reduce the number, length, and frequency of automobile trips on a per capita basis.

Objective 1.1	Promote land use and development policies that encourage the use of alternative transportation modes over the single-occupant vehicle.
Objective 1.2	Increase by one percent per year the transit vehicle revenue hours providing service with a frequency of 15 minutes or less.
Objective 1.3	Promote the location of new institutional, commercial, and employment destinations in close proximity to transit nodes.
Objective 1.4	Identify actions that improve physical access and remove physical barriers to the use of public transportation.

GOAL 2

Optimize the flow of traffic and the relationship between land uses to reduce traffic congestion, trip length, and trip frequencies.

Objective 2.1	Pursue transportation network design and operational policies that separate high speed/through traffic from neighborhood/local traffic.
Objective 2.2	Ensure the continuity of major thoroughfares.
Objective 2.3	Provide major thoroughfares around rather than through neighborhoods.
Objective 2.4	Provide for connectivity in the transportation network.

GOAL 3

Develop the widest possible range of transportation alternatives to automobile trip-making by residents.

Objective 3.1 Preserve abandoned rights-of-way for future transportation corridors for all modes.

Objective 3.2 Ensure the connection of street stubs for local circulation and linkage of residential areas to neighborhood shopping and services, educational facilities, and recreational areas.

Objective 3.3 Facilitate the most direct access by all modes from residential areas to major transit corridors.

Objective 3.4 Study the future potential of alternative transportation options such as light rail, dedicated bus lanes, high occupancy vehicle lanes, and a ridesharing/commuter transportation connection between Bloomington and Indianapolis.

Objective 3.5 Encourage the integration of City, County and Indiana University mass transit systems into a single, regional authority.

Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway. Access management together with effective land use management can preserve roadway capacity and, in turn, effectively slow down or even halt the cycle.

GOAL 1

Make transportation infrastructure investments that support the development policies of the City of Bloomington Growth Policies Plan, the Monroe County Comprehensive Land Use Plan, the Town of Ellettsville Comprehensive Plan and the Indiana University Master Plan.

Objective 1.1	Improve the aesthetics of transportation facilities with streetscape features compatible with the abutting area, consistent with the community's comprehensive plan and neighborhood plans.
Objective 1.2	Connect all high intensity activity centers to public transit.
Objective 1.3	Direct all future high intensity land uses toward those roadway corridors with the greatest reserve traffic carrying capacity.
Objective 1.4	Increase transit service frequency and route coverage so that more people can live within 1/4 mile of transit service with a frequency of 20 minutes or less.
Objective 1.5	Where appropriate, encourage transit-oriented development proposals featuring building-forward design and limited parking.

GOAL 2

Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life.

Objective 2.1	Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
Objective 2.2	Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.
Objective 2.3	Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
Objective 2.4	Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

SAFETY & SECURITY

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The 2030 Long Range Transportation Plan is committed to reducing human and economic losses from death and injury attributed to mobility. The increased use of seat belts and airbags, as well as improvements in the crash resistance of vehicles, has increased transportation safety. However, it is important that complementary improvements to the transportation system and the built environment are made. Innovative approaches to accident reduction should be included in the planning process, including the use of electronics and telecommunications for driver guidance and warning, improved roadway design and lighting, and increased enforcement.

GOAL 1

Increase the safety and security of the motorized and non-motorized surface transportation systems.

Objective 1.1	Prioritize additional bicycle facilities, removal of dangerous curves, improved street surfaces, and improved connections between neighborhoods over other types of street improvements.
Objective 1.2	Pursue transit capital investments that improve the security for transit riders and drivers including, but not limited to, improved lighting at major bus stops.
Objective 1.3	Improve one (1) high accident location per year as identified in the annual Traffic Accident Report.
Objective 1.4	Pursue the construction of railway/roadway grade separation.
Objective 1.5	Reduce the number of injuries and incidents per 100 million transit passenger miles.
Objective 1.6	Take advantage of funding opportunities provided by the Safe Routes to School Program to enhance walking and bicycling routes for school children.

ECONOMIC VITALITY

The places people live and work in a mobile society and the changing behavior patterns and lifestyles enabled by ease of access are supported by a less visible network for the transportation of goods and materials. A mobile society also involves a high degree of industrial specialization, with transport linking the many suppliers of parts and components with the final assembly plants. Recent emphasis on increasing industrial productivity to help compete internationally has focused on the importance of economy and reliability in transportation as a means of reducing production costs.

GOAL 1

Support economic vitality of the metropolitan area through transportation investments that enhance competitiveness, productivity, and efficiency.

Objective 1.1 Provide adequate access to the Monroe County Airport, intermodal facilities, major freight terminals and major freight distribution routes.

Objective 1.2 Ensure that transportation investment decisions consider the recreational travel and tourism needs of Bloomington and Monroe County, particularly the State recreation areas on Lake Monroe.

GOAL 2

Improve the movement of goods through the transportation system as a means to enhance the region's economic competitiveness.

Objective 2.1 Continually evaluate the arterial street system through traffic counting and intersection analysis in order to program improvements to enhance efficiency without the need for roadway widening.

Objective 2.2 Make strategic investments such as frontage roads, grade separation of access points, signal timing improvements, and reduction of curb cuts to maximize local connectivity to the highway system.

FINANCE

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement not only in roadway capacity, but also for bicycle, pedestrian and public transit enhancements. Careful consideration must be given to the overall program of transportation improvements so that the return on the community's investment can be maximized. This includes being strategic in selecting preferred roadway upgrades and investing in programs that reduce the need for such road projects. In addition, alternative sources of funding for transportation improvements should be utilized, including dedicated TIF districts and construction of certain facilities as a component of private development projects. Payments for transportation improvements should be viewed as long-term investments in the overall quality of life of the community.

GOAL 1

Develop transportation plans and improvement programs on the basis of an integrated and comprehensive viewpoint of transportation expenditures and revenues for the maintenance, operation, and capital investment in all surface transportation modes.

Objective 1.1 Examine the effects of transportation projects within the metropolitan area without regard to the source of funding.

Objective 1.2 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services; and increase the funding for transit operations even if the funding for streets must be reduced.

Objective 1.3 Ensure transportation maintenance, operational, and capital investment decisions enhance the efficient movement of freight.

Objective 1.4 Increase the return of Bloomington/Monroe County Federal highway and transit tax dollars to the Bloomington metropolitan area for transportation improvements.

GOAL 2

Preserve the investment in existing surface transportation systems and promote efficient system management and operation.

Objective 2.1 Use life-cycle costs (maintenance, operational, and capital costs) in the evaluation of the transportation alternatives and in the design and engineering of bridges, tunnels, and pavements.

CITIZENS ADVISORY COMMITTEE VISION STATEMENT

As indicated above, the Citizens Advisory Committee formulated a vision statement that reflected its priorities for the future of transportation in the community. The CAC vision statement, as adopted by that Committee on December 14, 2005, is as follows:

We believe the next twenty-five years challenge us to decrease our dependence upon the automobile and increase our usage of alternative forms of transportation such as mass transit, walking, and bicycling. We feel these forms of transportation should be given priority and encouragement to replace a significant portion of automobile transportation by 2030. We feel it is both possible and necessary for all forms of mechanical transport to operate with less pollution and increased fuel efficiency by 2030 and, by giving priority and encouragement to alternative fuels, fuel efficiency, and technologies, our environment can be improved and our vehicles made to waste less of our precious nonrenewable resources.

Recommendations

- *The 2030 Long Range Transportation Plan (2030 Plan) must encourage land use decisions that reduce automobile usage. Land uses prescribed by the Bloomington Growth Policies Plan such as mixed-use activity centers, Neighborhood Activity Centers (NAC's), and Community Activity Centers (CAC's) must be developed to provide urban infill and limit fringe area development. Appropriate land uses must be sought which decrease our reliance on the automobile and increase our reliance on pedestrian, bicycle, and mass transportation.*
- *The 2030 Plan must encourage the connectivity prescribed by the Bloomington Growth Policies Plan within and between neighborhoods, and between the neighborhoods and retail and commercial zones. Improved connectivity will encourage use of pedestrian, bicycle, and mass transportation systems and will reduce usage of the automobile.*
- *The 2030 Plan must encourage the integration and expansion of city, county, and university mass transportation systems. A single mass transportation system must be developed that provides seamless and efficient transportation between rural and metropolitan areas and reduces usage of the automobile.*
- *The 2030 Plan must encourage Indiana University to recognize its responsibility to the community and participate fully in transportation planning with the City of Bloomington, Monroe County, and the Town of Ellettsville. The university must join in developing a common vision of city and county transportation and must provide resources and cooperation to develop a system that reduces automobile usage.*
- *The 2030 Plan must encourage the use of high efficiency technologies and low polluting fuels in all mechanized vehicles operating within Monroe County.*
- *The 2030 Plan must encourage ride-sharing between Bloomington and Indianapolis as a short term alternative to single passenger automotive travel. In the long term it must encourage a mass transportation system between Bloomington, Indianapolis and other commuter destinations to reduce usage of the automobile.*

BLOOMINGTON • MONROE COUNTY
mpo

FY 2009 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION

APPLICANT CONTACT INFORMATION

Local Public Agency (LPA) Name: City of Bloomington	
Project Contact Name: Adrian Reid	
E-mail Address: reida@bloomington.in.gov	
Phone: 812-349-3417	Title: City Engineer

PROJECT INFORMATION

Location: Intersection of East Atwater Avenue and South Henderson Street in Bloomington, Indiana.	
Is the project located within the Urbanized Area of the Bloomington Monroe County Metropolitan Planning Organization (BMCMPO)? YES ☒ NO ☐	If no, please contact BMCMPO staff for additional information.
Is the project within, intersects, or adjoins an INDOT facility? YES ☐ NO ☒	If yes, please contact BMCMPO staff for additional information.
Is the project location listed as an eligible location as based upon the most recent published 3-year ARIES crash data (available from the BMCMPO)? YES ☒ NO ☐	If no, please contact BMCMPO staff and include a memo that states the reasons for an appeal request to consider this location eligible for HSIP funding.
General Project Description: Intersection improvements and new traffic signal at Henderson & Atwater. Improvements include new sidewalks, storm water infrastructure, improved geometrics, and new signage.	

ESTIMATED COSTS AND FUNDING REQUEST

Total Project Costs (Design, ROW, Construction, Inspection Services): $730,000 (2010 dollar amt.)		
Design Costs:$103,000.	ROW Costs: $55,125.	Construction Costs: $571,875.
Total Local Match (≥10%): $62,700.	Benefit/Cost Ratio: **8.74**	
Total HSIP Funding Request (≤90%): $564,300.	Anticipated Letting Date: August 2009	
Project Status/Timeline Information: Preliminary Field Check Plans have been submitted to INDOT. Public meeting has been conducted.		

SUBMITTAL INFORMATION CHECKLIST
(PLEASE ATTACH THE FOLLOWING INFORMATION TO THE APPLICATION)

Detailed Narrative Project Description: ☒
Minimum Criteria – Crash (type and number) and Treatment Relationship: ☒
Minimum Criteria – Treatment Cost-Effectiveness: ☒
Minimum Criteria – Other Treatment Considerations: ☒
Benefit/Cost Ratio Worksheet: ☒
Data Collection Plan – A comprehensive 3-Year Pre and 3-Year Post Treatment Comparison: ☒

401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Ph: (812) 349-3423 ▪ Fx: (812) 349-3535
www.bloomington.in.gov/mpo ▪ mpo@bloomington.in.gov

FY 2009 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION	
SIGNATURES	
I authorize the BMCMPO staff to use the information provided to be considered for HSIP funding by the Policy Committee of the BMCMPO and affirm that it is true and correct to the best of my professional knowledge.	
Signature of applicant:	Date: 10/30/08
Date application received by BMCMPO staff:	BMCMPO Staff Initials:

Last Revised: 9/22/08

HSIP Narrative Project Description

Project: Atwater Avenue at Henderson Street Intersection in the City of Bloomington, Indiana
Des. No.: 0800443
Date: October 30, 2008

Location and Project Description
Project area is approximately 700 feet in length along Atwater Avenue. Improvements extend from just south of 3rd Street to just east of Henderson Street (roadway is a one-way street and curves from southbound to eastbound in project limits).

The project also extends along Henderson Street approximately 400' in length, from 100' south of Atwater to approximately 300' north of Atwater. Henderson Street is one-way northbound.

This intersection is a critical node in Bloomington's roadway network, given that it is the intersection of two arterials that currently convey a combined average daily traffic of almost 18,000 vehicles. The intersection has been identified as a high accident location. It is also at the edge of Indiana University at the boundary between the campus and older residential neighborhoods with many student apartment and rental houses. The intersection is heavily traveled by pedestrians. The intersection was analyzed and found to meet signal warrants for both Accidents and for Pedestrian crossings.

The primary goal of the project is to improve safety by adding a new traffic signal. Traffic analyses were conducted to determine the best combination of signal timings, lane configurations, turn lane lengths, and other critical intersection features. The project is intended to incorporate all of related changes to allow the area to function safely and efficiently as a signalized intersection. Neither street has storm sewers in this area. They will be added with the project as an additional enhancement.

Lastly, the City wishes to take this opportunity to relocate and reconstruct a one-way connector to South Dunn Street that exits off the west side of Atwater Avenue just south of the 3rd/Dunn intersection. The existing connector is too close to 3rd Street and visitors to the area (thousands every year) are frequently seen making sudden choices and straying out of their intended lane. The existing connector is aligned to allow cars to exit Atwater at excessive speeds for the area. Relocation of this connector will include a narrowing of the pedestrian crossing in addition to slowing traffic.

In summary, the City expects to improve the safety at this intersection and its approaches by:

- Providing signalized traffic control at the intersection of Atwater / Henderson
- Improving sight distances for vehicles approaching and entering the intersection.
- Improving pedestrian crossing safety with pedestrian signal heads and actuation.
- Improving crosswalks by reducing crossing widths and providing modern ramps and refuges where appropriate.
- Improving sidewalks by increasing the separation from the curbs, widening sidewalks if possible, and by encouraging the use of designated crosswalks.
- Realigning connector roads to lower turning speeds, reduce pedestrian crossing distances, and to better align these streets for sight distance.
- Narrowing existing pavement where excess / mostly unused pavement is present.
- Providing and improving drainage where needed.

The improvement of sight distances is an important concern here. Recommendations include some tree thinning and grading for sight distance improvement. However, this strategy will be limited by the fact that the property inside the curve of Atwater is designated on the National Register of Historic Places. This structure and its surrounding property are considered significant local resources and their setting cannot be negatively impacted by roadway improvements. Solutions are limited to the available right of way alongside this property.

Alignment
No significant changes to the vertical profile or horizontal alignment of the roadways are proposed. The proposed roadway treatment will be an overlay treatment in most areas, with some variable depth overlay in normal crown sections where the cross slope has been found to be less than 2%. Widened areas shall be constructed to meet existing grades.

Proposed Lanes and Paved Width
Lane widths are to generally remain the same. The reconfiguration of turn lanes and connector drives will change these pavements, but only to relocate them, not to widen them. The net footprint of the project is a significant decrease in the total area under pavement. Sidewalks will be widened where possible and appropriate.

The desired roadway section includes a two-lane curbed urban arterial section with at least a 5' sidewalk on each side. Sidewalks are expected to be separated from the curb by a 5' tree plot wherever right of way will allow this separation. Assuming two 11' lanes, 2' curb and gutter, and the sidewalks, the total width of the improved typical section will generally be about 46'.

Roadside paved parking will not be allowed in the project area. No parking is allowed along either Atwater or Henderson at this time.

Right of Way
Based on GIS mapping, the existing right of way at the intersection appears to vary from a minimum 30' to a maximum 40' in width. Existing right of way is highly irregular along the curve of Atwater and in the northwest quadrant. Right of way is notably narrow to the south and east.

A small amount of permanent right of way is needed in the southeast, southwest and northeast corners of the intersection. This right of way is needed for turn lane and sidewalk/crosswalk work, and to establish appropriate intersection sight lines. Temporary right of way is needed to finish the slope and reconstruct a drive in the southeast quadrant. Existing roadway elevations will be maintained to minimize the need for right of way.

It is currently estimated that the project could impact as many as 5 parcels near the intersection. The estimated total permanent right of way needed for this project is less than 1/2 of an acre. Temporary right of way needed is estimated at less than 1/10th of an acre.

Sight Distance
Intersection sight distance standards will be not be met by the project at the intersection of Atwater/Henderson. Due to the close proximity of the curve in Atwater, and the presence of a structure on the National Register of Historic Places inside this curve, we are very limited on clearing and grading activities that are allowed. The inclusion of the new traffic signal is seen as the primary strategy to mitigate the deficient intersection sight distance. Horizontal sight distance is not a concern in other areas.

The project will improve sight lines in all areas, even those which do not meet standards. Some trees will be removed, and new trees will not be planted in areas identified as critical to sight distance and general safety.

Vertical stopping sight distance standards will be met throughout the project area without any adjustments to the vertical alignments.

Preliminary Potential for Historic Resource Impacts:
Bloomington's Interim Report, Indiana Historic Sites and Structures Inventory (2001), indicates that the project area includes a portion of the Elm Heights Historic District. The most significant property in is in the northwest quadrant. This quadrant is occupied by the Legg House, which was individually placed on the National Register in 2001.

Because of these known cultural resources, full Section 106 Coordination is underway as part of the Environmental study and documentation. Potential Consulting Parties were contacted in accordance with normal procedures. Indiana University is the current owner of this property.

The importance of not taking any right of way from this property is being stressed with this project. This should be possible, given the intent to move the nearest roadway curb away from the property. It is a goal of the project to develop it in a manner that has No Adverse Effect on cultural resources.

Need for Improvement

A high number of accidents are occurring at the intersection of Atwater Avenue and Henderson Street. City Planning tracks accidents at intersections in the city. In their 2003 report, this intersection was identified as having the 10th highest accident rate per vehicle. The report also lists the intersection as the 3rd-most "Historically Significant Accident Location" for the years 1997-2002. More recent information (2003-2005) indicates that the accident rate continues.

From 3rd and Dunn Street, Atwater Avenue promptly rounds a curve, turning 90-degree from southbound to eastbound. Henderson is the first street encountered on Atwater, and it intersects at the location where the curve ends. The primary problem with the site is the curve of Atwater itself and the resulting deficiency in intersection sight distance. Impatient drivers on Henderson attempt to cross or turn with limited ability to estimate distances of oncoming cars. Drivers on Henderson Street have difficulty in anticipating gaps in traffic on Atwater whether they are intending to cross, or turn right to join eastbound traffic. Accidents are the result.

While accidents involving pedestrians or bicyclists are not known to have occurred recently, a recent Corridor Study uncovered several stories of "near-misses", frequently involving drivers turning right from Henderson to Atwater, and failing to yield to pedestrians who are crossing Atwater. The intersection has been found to meet pedestrian volume warrant for a signal. Many pedestrians, especially students, chose to dash across at mid-block to the west, where sight distances around the curve are better, but the timing from oncoming cars is significantly less.

The curve in Atwater, combined with obstructions such as trees in the right of way near a bordering historic property, causes a deficiency in intersection sight distance. Cars coming around this curve are frequently traveling at approximately 25 or more miles per hour. The Indiana Design Manual suggests that 240' of ISD is needed. The site provides approximately 220' of sight distance. This is not grossly inadequate, but because it is at the intersection of two arterials with a combined ADT of over 15,000 VPD, the problems are magnified. The high pedestrian counts provide an additional distraction for the many drivers approaching the intersection.

A recent safety analysis identified the Atwater /Henderson Intersection as a prime candidate for a signalization upgrade with a relatively high benefit to cost ratio for the addition of a signal (Scored a 3.78 following INDOT's HES Analysis Procedures and 8.74 using the BMCMPO's HSIP Benefit Cost Worksheet).

Minimum Criteria Justification

Crash & Treatment Relationship

An overwhelming majority of accidents at the Henderson/Atwater intersection are right angle accidents. 38 accidents out of 48 total accidents in the last three years have been right angle accidents. The one incapacitating accident was classified as pedestrian in type and head-on in manner.

The ITE Traffic Engineering Handbook states that for a location with pedestrian accidents caused by lack of adequate gaps in vehicular traffic, the recommended improvements include installation of crosswalk traffic control devices, or "pedheads." For right angle collisions at non-signalized intersections with large total intersection volume, the Handbook recommends installation of a traffic signal in consultation with the MUTCD to ensure the intersection meets the warrants for the signal. An analysis of vehicular traffic at this intersection reveals a high volume (15,000 VPD) at this intersection, which is very close to meeting signal warrants. Two other warrants are met: one for number of accidents and the other for pedestrian counts (272 pedestrians in the peak AM rush).

Other Treatment Considerations

The intersection of Atwater and Henderson is one of the few places in Bloomington where two arterials intersect without a traffic signal. Engineering staff considered several alternatives to the minor road stop control on Henderson. These alternatives included the following: roundabout intersection, signalized intersection, all-way stop control, close Henderson Street south of the intersection, and the "do nothing" alternative.

The roundabout option required right-of-way acquisition which would have had serious impacts on the historic Legg House property at the northwest corner of the intersection. We ruled this option out right away given the environmental impacts we would have been forced to mitigate because of the state funding involved.

An all-way stop controlled intersection would have caused congestion issues throughout the corridor. Modeling this scenario reveals disruption to the existing signalized intersection at 3rd & Dunn, 3rd & Indiana, and 3rd & Lincoln. Having a 2nd through lane at a stop sign also complicates the driver decision process in determining who has the right of way. Pedestrian safety also is a concern in this scenario because pedestrians at the intersection could be confused on when they are allowed to cross. Given the large number of pedestrians using this intersection (22% of the traffic volume during the peak hour), the more likely scenario would be that pedestrians would cross Atwater away from the Henderson intersection between queuing cars.

Permanently closing Henderson Street would divert approximately 5000 vehicles per day from this secondary arterial street to locally designated streets accustomed to much lower volumes. Local streets are not designed to accommodate this much traffic and the likelihood of building another arterial through a core neighborhood is very low.

The estimated cost of the "do nothing" approach to this intersection are $246,759 in damages annually when compared to the option proposed in this HSIP application. The City has implemented additional signage and has made operational changes to the signal at 3rd and Dunn in an attempt to correct accident problems at this intersection. Those changes have not decreased the number of accidents at the intersection.

Treatment Cost Effectiveness

Given the unsuccessful modifications the City has made to this intersection over the years and the evaluation of alternatives, the installation of a traffic signal is the best option. As stated earlier, the ITE Traffic Engineering Handbook recommends a traffic signal in this scenario. A traffic signal allows safer crossing phases for pedestrians and eliminates the need to anticipate gaps in traffic on the major road. The project also improves sight distance, geometrics, and pedestrian facilities such as wider sidewalks and countdown timers on the pedestrian signals. Relocation of the Dunn Street connector and realignment of the left turn lane from Atwater to Indiana reduce the distraction to drivers and provides improved lane channelization for through traffic on the primary arterial. Additionally, a traffic signal at this intersection on Henderson conveys to drivers that the Atwater intersection is a change from the stop conditions previously encountered south of the intersection.

Using the worksheet provided by the BMCMPO (enclosed), the project results in a benefit nine times that of the projected costs. The various Crash Reduction Factors coinciding with the proposed improvements resulted in a cost/benefit ratio of 8.74. The high number of total accidents in concert with the moderate severity of these accidents results in a high benefit over the life of the proposed improvements.

HSIP Benefit/Cost Worksheet

Roadway/ Intersection Code(s)	Location	Study Period Begins	Study Period Ends
	Atwater Ave. & Henderson St. (inclusive of Atwater/Indiana and Indiana/Henderson)	1/1/2005	12/31/2007

Description of Proposed Work: Add traffic signal, alter left turn lane, shorten ped. crossing length,

Crash Type / Number			Rear End	Sideswipe Same Direction	Left Turn Main Line	Right Angle	Ran off Road	Head On/ Sideswipe - Opposite Direction	Pedestrian	Other	Total
Number of crashes during study period	Fatal	F									
	Personal Injury (PI)	A							1		1
		B				9	2	1			12
		C									
	Property Damage	PD	2			29	1	1		2	35
% Change in Crashes (from FHWA Desktop Reference for Crash Reduction Factors)	Fatal	F									
	Personal Injury (PI)	A							-35%		
		B				-87%	-13%	-13%			
		C									
	Property Damage	PD	-20%			-87%	0%	-27%		-50%	
Change in Crashes (no. crashes x CRF)	Fatal	F									
	Personal Injury (PI)	A							-0.35		-0.35
		B				-7.83	-0.26	-0.13			-8.22
		C									
	Property Damage	PD	-0.40			-25.23	0.00	-0.27		-1.00	-26.90

		Type of Crash	Study Period, Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		
Year (Safety Improvement Construction)	2009	F			$ 3,400,000			
Project Cost (excluding Right of Way)	$ 571,875	A	-0.35	-0.12	$ 280,000	$ 32,697		
Right of Way Costs (not included in B/C calulation)	$ 55,125	B	-8.22	-2.74	$ 63,000	$ 172,778		
Traffic Growth Factor	1%	C			$ 31,000		Benefit	$ 4,999,416
Discount Rate	4.0%	PD	-26.90	-8.97	$ 4,600	$ 41,284	Cost	$ 571,875
Project Service Life (n)	30	Total	-35.47	-11.83		$ 246,759	B/C=	8.74

Crash Codes

F	Fatal	
A	Incapacitating Injury	Crash Reduction Factor = 1-((1-.37)*(1-.74)*(1-.25)) = 87%
B	Evident Injury	.37 = Improvement of Sight Dist. To Intersection
C	Possible Injury	.74 = Conversion minor road stop control to signal
PD	Property Damage Only	.25 = Improve and install pedestrian crossing

Notes

Where more than one CRF applies, use the following formula to obtain the combined CRF:
CRF = 1 - [(1 - CRF1)(1 - CRF2)(1 - CRF3)]
from http://www.dot.state.mn.us/trafficeng/safety/hes/kentucky_report.pdf; Development of Accident Reduction Factors

See "Calculations" sheet for amortization.

Amortizing...

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2009	$ 246,759	$ 246,759	$ 571,875
2010	$ 249,226	$ 239,641	
2011	$ 251,719	$ 232,728	
2012	$ 254,236	$ 226,015	
2013	$ 256,778	$ 219,495	
2014	$ 259,346	$ 213,163	
2015	$ 261,939	$ 207,014	
2016	$ 264,559	$ 201,043	
2017	$ 267,204	$ 195,244	
2018	$ 269,876	$ 189,612	
2019	$ 272,575	$ 184,142	
2020	$ 275,301	$ 178,830	
2021	$ 278,054	$ 173,672	
2022	$ 280,834	$ 168,662	
2023	$ 283,643	$ 163,797	
2024	$ 286,479	$ 159,072	
2025	$ 289,344	$ 154,483	
2026	$ 292,237	$ 150,027	
2027	$ 295,160	$ 145,699	
2028	$ 298,111	$ 141,496	
2029	$ 301,092	$ 137,415	
2030	$ 304,103	$ 133,451	
2031	$ 307,144	$ 129,601	
2032	$ 310,216	$ 125,863	
2033	$ 313,318	$ 122,232	
2034	$ 316,451	$ 118,706	
2035	$ 319,616	$ 115,282	
2036	$ 322,812	$ 111,957	
2037	$ 326,040	$ 108,727	
2038	$ 329,300	$ 105,591	
0	$ -	$ -	
	Totals =	**$ 4,999,416 (B)**	**$ 571,875 (C)**

year (n)= 1, 2, 3,....
discount rate (i) = 7%

$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_{n} \times 1/(1 + \text{Discount Rate})^{n}$$

Data Collection Plan

As part of the project design, the City has collected pre-treatment crash data and conducted traffic counts and analyses of the Atwater/Henderson intersection. The post-treatment data collection plan will look similar to this. We propose to conduct traffic volume counts three years after the project is constructed. We also will collect accident data from the State database (ARIES) for the three calendar years following completion of the project. We need information regarding both accidents and volumes so that we can compare the accident rate from existing conditions to the rate following the proposed improvements. This plan can be executed at the Engineering staff level.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: November 12, 2008

Re: Railroad Crossing Resolution

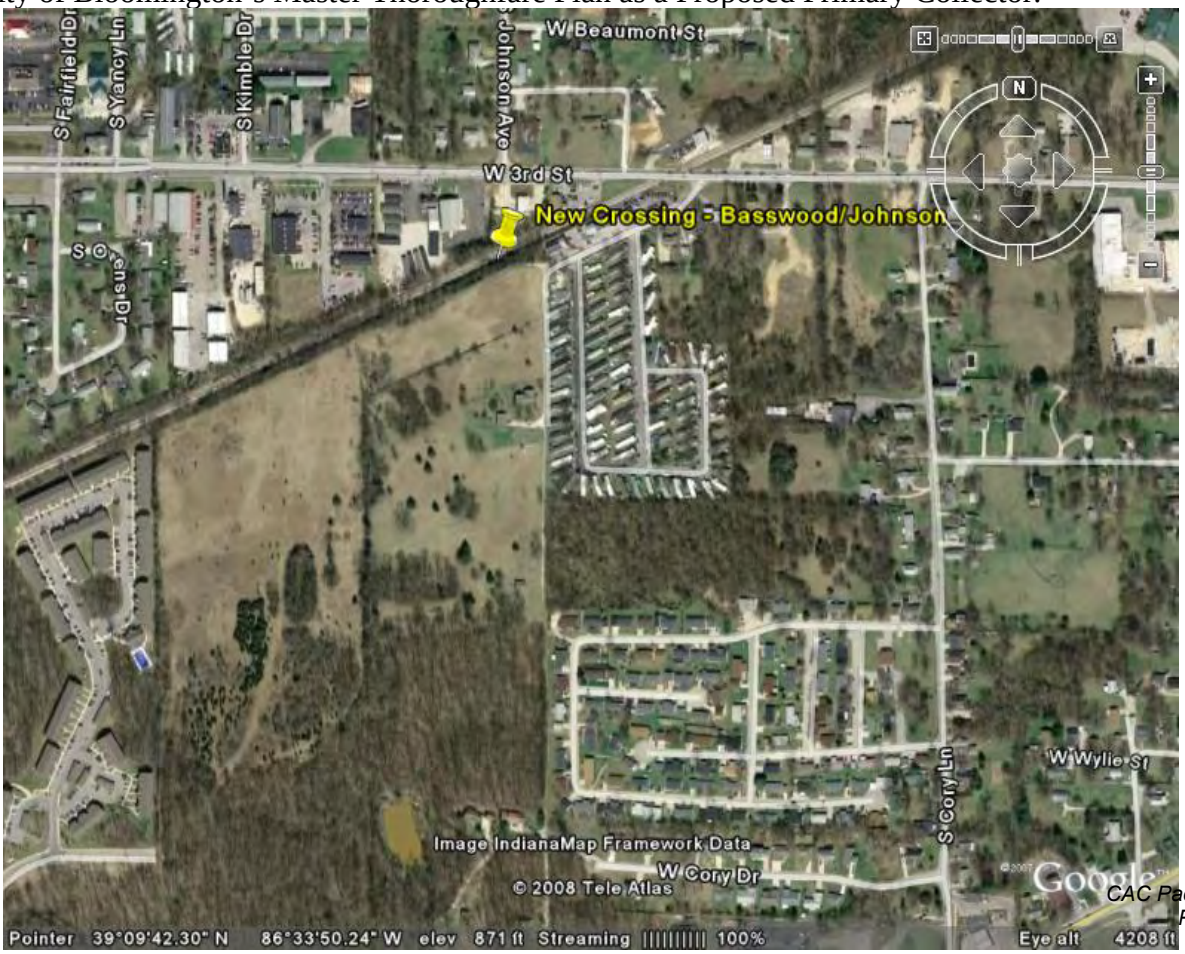
Background

It is often difficult to establish new at-grade railroad crossings. This is due in large part to the railroad company wishing to protect its assets and minimize its liability by keeping the number of conflict points between locomotives and motor vehicles to a minimum.

The City of Bloomington and Indiana University have expressed interest in creating new at-grade railroad crossings. The BMCMPO has no real jurisdiction over the railroad companies since they own and maintain their own right-of-way. However, both the City and the University have asked for the BMCMPO's support of their proposed crossings in an effort to show local support.

City of Bloomington proposed crossing

The City of Bloomington wishes to establish a new at-grade railroad crossing at S. Johnson Avenue (south of W. 3rd Street and north of the Basswood Drive extension). This connection is supported in the City of Bloomington's Master Thoroughfare Plan as a Proposed Primary Collector.



Indiana University

Indiana University is currently in the midst of updating the master plan for the Bloomington campus. As a result of these efforts, IU proposes to close the crossing at Walnut Grove and create a new crossing at Woodlawn Ave to better serve the community's interest. The new connection is supported in the City of Bloomington's Master Thoroughfare Plan as a Proposed Primary Collector

Recommendation Requested

The Citizens Advisory Committee is requested to make a recommendation to the Policy Committee on whether or not the proposed crossings should be supported by the BMCMPO.